MAINE PENALIZES OWNERS

Amendment There Makes New Scale of Fees to Pay Interest on Highway Scheme.

bill introduced by Senator Murtaugh iding for the raising of \$50,000,000 by and issue for the construction and imement of highways, passed the Sen-Assembly at the recent session been signed by Gov. Dix. It reains now to come before the people of his State at the general election in No-If it is approved steps will be taken to raise this money, one of the largest amounts by a single issue of bonds that any State has devoted to the care and repair of highways. It will help among the leaders in good roads construction in the United States.

of the sum to be raised \$20,000,000 is to be applied to the construction and improvement of State highways, some of hose in the system named in the highway law passed by the session of 1909. The other \$30,000,000 is to be used for the building and improvement of county highways, these to be determined by the State Commission of Highways with the approval of the Boards of Supervisors of the various counties. All construction work is to be under the management, supervision and control of the State Comdesign of Highways.

The apportionment of the money raised by the fifty year 4 per cent. bonds is to be arrived at in this way: "The State Commission of Highways is hereby directed, immediately after this law shall take effect, to equitably apportion among the counties containing towns the total mount of money hereby authorized. said apportionment for each of said ounties shall be computed on the following basis: On the population as fixed by Federal census of 1910; on the aforeaid measured mileage of public highways utside of cities and villages as obtained ursuant to section 69 of Chapter 30 of the laws of 1909 (the highway law), and on the otal area; and the sum of one-third of ach of these three factors thus obtained each of said counties shall constitute such equitable apportionment."

The Maine Legislature recently passed road bond amendment to the State on the state of the annual registration and other the annual registration and other the annual registration and other the interest and provide a sinking node for the \$2,000,000 of road bonds. In most offer the proving the roads at once without any he main branch of the A. A. A. was tive in behalf of this measure. Under the new automobile law the service in behalf of this measure. Under the new automobile law the service in behalf of this measure. Under the new automobile law the service in behalf of this measure. Under the new automobile law the service in behalf of this measure. Under the new automobile law the service in behalf of the A. A. A. was tive in behalf of this measure. Under the new automobile law the service in behalf of the A. A. A. was tive in behalf of this measure. Under the new automobile law the service in behalf of the A. A. A. was tive in behalf of the service in behalf of the A. A. A. was tive in behalf of the A. A. S. was tive in behalf of the service in the serv

urg, Montreal and Quebec.
Commenting on this tour, Leonard
ufts of Pinehurst, a leader in the good ids movement in the South, says: have just given contracts to improve i maintain the road from Pinehurs Cheraw, S. C., a distance of sixty miles nd another contract to reconstruct and and another contract to reconstruct and maintain the road from Pinehurst to Fayetteville, a distance of fifty miles. Lee county has recently voted a bond ssue to improve the road to Raleigh via Sanford, and the road contractors have promised that the capital highway will be the first to be attended to. I can will be the first to be attended to. I can afely say that we will have at least 110 niles of road that can be driven over comfortably in four hours any day in

Another important stretch on the international highway which has been in need of improvement in Maryland is the oad between Parryville and Elkton. Auists, particularly those using ween Philadelphia and Baltiore, will be glad to learn that an ap-corrlation of \$40,000 was voted by the egislature for this stretch of road, and E. Weller, chairman of the State

Province of Quebec has voted ,000,000 for new roads and much of this

sun will be set aside to build a boulevard from Quebec to Rouse's Point, which will counced up with the new State highway in New York from Rouse's Point to Albany.

King Car Has No Muffler Cut-out.

The movement to abolish the use of the midler cut-out by legal methods has the indersement of the King Motor Car Company, says H. Nelson Dunbar. "We do not use a cutout on the King car. Some of our first cars had the cutout, but we do not use a cutout on the King car. Some of our first cars had the cutout, but we do not use a cutout on the King car. Some of our first cars had the cutout, but we do not use the interference of the first cars with the marketing of the Cole of their sales campaigns have been asked ofference why they didn't have a slightly smaller and less expensive car in their line, too. The new Henderson model is the answer to this.

MOTOR RACING CLASSICS STIR MIDDLE WEST

The award of the Vanderbilt and Grand Prize races to Milwaukee for 1912 shifts o another section of the country what have been called the classics of automobile racing. The Vanderbilt is the first of the big international road contests on this side of the water and dates back to 1904. The Grand Prize has been run three times, first in 1908 and later in 1910 and

From the first running of the Vanderbilt until the contest of 1910 it was held on Long Island. Last year it went to Savannah and now the scene shifts to the middle West. The Grand Prize has been raced for its three years of existence at Savannah. Unlike the Vanderbilt it never has been won by an American made car. The first runnings of the Vanderbilt were triumphs for the foreign cars. The opening race was won by a Panhard, the second and third by Darracq cars. There was no race in 1907. The next year began the American triumphs. The Locomobile won it then. The two following years it was won by the Alco and last year the Lozier took it. The Grand Prize has been won twice by Fiat

and once by the Benz. Next autumn there will be chances of making history out in Milwaukee if an American machine takes the Grand Prize. Milwaukee is prepared to hold three races, one of them to be probably an international light car event. It will be emembered that at Savannah last fall there were two races in addition to the classics, the Savannah trophy for cars in the 231-300 cubic inch piston displacenent class and the Tiedeman trophy for those in the 161-230 class. These trophies revert to Savannah and what disposition will be made of them is not known just now. They may be put up for races at Milwaukee, but more likely they will be left in the keeping of those who last won them. The Mercer took the Savannah

and the E-M-F the Tiedeman prize.

Two courses offer themselves for the races in Milwaukee. They have survived a discussion of the merits of many. Both are in the town of Greenfield, Milwaukee county, at no great distance from the big city. The authorities of Greenfield have assured the members of the Mil-waukee Automobile Dealers' Associatiom of their strongest support and no obstacles are in the way of the actual running of the contests.

TO BID FOR PATHFINDER.

den Route for the High Dollar.

In deciding upon New Orleans as the terminus for its annual National Re-liability Tour the American Automobile

ing 1,200 Cars for 1912.

STILL ANOTHER AUTOMOBILE.

ance Soon, 'Tis Promised.

The first model of the new Henderson



COURSES FOR VANDERBILT AND GRAND PRIZE RACES MILWAUKEE IS CONSIDERING. COURSE A IS THE PREFERRED CIRCUIT FOR THE CONTESTS IN THE COMING AUTUMN

Course A, which seems now very likely it in order to make a curve of somewhere to be selected, is illustrated herewith, between 750 and 900 feet. along with the other. The preferred circuit lies almost entirely within the town-ship, only about half a mile of it being compares with 17.14 miles for the course on the township line. It is diamond shaped, at Savannah. If the Grand Prize is more which gives four curves none less than than 400 miles it will mean more than

curve, the lower corner, and this can be done with little trouble. The turn has on it an orchard, the owner of which has given permission to cut through structed under State aid by the county tically a straight line, as they run along

Course A, or the preferred course

Freight Car Shortage Breaks Up

-Cadillac Able to Make Delayed Shipments.

encouraged by the Magistrate.

Later on the Magistrate, after saying he

hadn't gone half as fast in Queens county

The Bosch Magneto Company offers, ac-

cording to its custom, money bonuses for cars at Santa Monica or Indianapolis

which run one, two, three in the races next month, conditional on these machines

in the two races for smaller cars tare in each case \$100, \$75 and \$50.

Joe Nikrent, the Pacific coast driver,

has signed to pilot a Case car in Cali-

fornia. Nikrent last drove a Marmon and was one of those who competed at Savan-

racing team. Louis Disbrow and Harvey

the Racine manufacturers.

Herrick already having been signed by

ever any one wants to prove by it.

employing Bosch ignition.

PLAYFUL MAGISTRATE

approximately 12.2 miles. It has five or six culverts crossing small creeks. Course No. 1 has only two culverts.

The Madison division of the Chicago and Northwestern railroad runs along the north end of both courses. The southwestern division of the interurban lines of the Milwaukee Electric Railway & Lighting Co. runs along the entire west side of the preferred course, the north end of which bounds on the city limits of West Allis for the distance of about one half mile.

The contour of both courses is slightly rolling, with no hills, but several long inclines which will need but little grading. The existing road is well drained, although by no means in good condition. It will cost from \$7,500 to \$12,000 to rebuild the roads in each course, no matter which is selected.

which a bicyclist precedes him. Going up Fifth avenue the other afternoon one automobilist had a taste of this. The bicyclist stuck pretty well to the centre of the street, and although the car passed him almost every block he made it up on the traffic stops and always got by the waiting automobile, because the police paid no attention to the man a-wheel. He was always ahead, it seemed, and always wabbling around, seeming likely at any instant to drop right in front of the car. It was great relief when eventually the automobilist was able to reach a few clear blocks and put on speed to get clear away from the cyclist.

Of the six American cars that com-peted in this year's tour de France three were Michelin equipped. Sixty-eight per cent of the cars that finished the three weeks tour were fitted with Michelin

Goes 62 Miles an Hour in a Neighboring County, Then Lectures
About "Speed Craze."

The freight car shortage of which so many manufacturers in Detroit were complaining has been broken up to an extent and more of the machines are being shipped away. The first six days of April the Cadillac company was able to move 616 cars which had been piling up in storage waiting for transportation. The shipments of Cadillac cars up to that point for the 1912 season was \$,033 cars, just about the number the schedule calls for.

According to a story going around last week a City Magistrate went over into Nassau county to make a run at high speed in his automobile. His chauffeur

over a five mile circuit. It is likely that a perpetual trophy for beach records will be given by Clifton Mallory.

Bert Dingley, the veteran driver, wiring from Los Angeles to John G. Dale of the Simplex Automobile Company, tells of some very fast trials made in practice on the Santa Monica course with his new Simplex racer in preparation for the road race to be held there on May 4. The car is about like the one Ralph De Palma drove when he established the world's fifty mile dirt track record at Syracuse last fall.

Dingley made several rounds of the 3,417 mile course. He says the road race record of 74.62 miles an hour, established by Harvey Herrick over the same course last year, is in danger of being shattered. speed in his automobile. His chauffeur got the car up to sixty-two miles an hour, get a Nassau motorcycle policeman to couldn't see what there was to this speed craze, fined several automobilists who

Ticket for New Jersey A. & M. C. Election.

The prizes in the 500 mile race will be Jersey Automobile and Motor Club has \$500 to first, \$300 to second and \$200 to named the following officers and trustees third. In the free for all at Santa Monica for the bonuses run \$200, \$100 and \$50, and on

The nominating committee of the New Jersey Automobile and Motor Club has named the following officers and trustees for the annual election which will be held on May 6:

For president, Robertson S. Ward of East Orange; for vice-president, David Oakes of Bloomfield; for treasurer, Herman B. Good of Newark.

For members of the board of trustees for two years: Ira A. Kip, Jr., of South Orange, George E. Blakeslee of Jersey City, Frederick T. Ward of East Orange and Richard C. Jenkinson of Newark Formember of the board of trustees following members of the board of trustees hold over: Lewis Straus of Newark and Frederick C. Squier of Rahway.

Caring for Finish on Thomas Cars.

In order to help owners of their cars to preserve the finish on the bodies of the Eachines the Thomas Company has had nah in the small car race. The Case company is gradually acquiring a strong

The Marmon won the 500 mile race ast year, but will have no entry this However, the Marmon stock cars which are tested out on the Indianapolis Eachines the Thomas Company has had speedway have brushes every day now its laboratory prepare a formula for a with the racing machines that are being rubbing mixture. The result is this: One worked out there in anticipation of the pint of turpentine, one pint of wood alco-five century spin. And the Marmons have hol, one quart of distilled water or rain shown to advantage in a number of these sprints.

One of the most annoying and nerve racking experiences of the motorist is to have to drive along a crowded street on with a dry one, the directions read.

FLEET OF 30 TRUCKS

FOR PORTO RICO'S USE

International Motor Company Sells

Squad of Laurer Five Tonners

as Freighters.

CONDITIONS ON THE ISLAND

Bull Carts Now Competing With

Railroads, So the Power Wagons

Are Much Needed.

The business of the island is increasing at a rate varying from 16 to 25 per cent. per year and the need of an adequate system of transportation is becoming more and more imperative, particularly between the coast and the interior. There is a wide variation of rates charged for transportation by bull carts to and from the interior. These rates vary from 15 to 40 cents a ton mile. The number of cattle off the island is diminishing and as more land passes under cultivation the pasturage for cattle is decreasing. The grades in the interior of the island prohibit the building of railroads through this section for a long period, if at all.

There seems to be no doubt that the building of traffic in the interior of the island is to be found only in the automobile truck. The necessity of providing additional means of transportation has become so imperative that some American mules have been imported. These mules are used only to a very limited extent.

There are at present about forty-five automobile trucks on the island. Approximately one-third of these cars are of the first class. The automobile trucks on the island are generally owned in lots of one to three by individuals. There are two or three automobile companies, but in general it may be said that with the exception of the Atlas Transfer Company.

ama .

The Advantage of Oversize.

Gray & Davis Incorporate.

Gray & Davis, makers of automobile lamps and dynamos, have incorporated under the laws of Massachusetts, with capital stock of \$1.200.000. The lamps are built in Amesbury, Mass., and the dynamos in Boston. The company has been in the business of providing lamps for automobiles for many years. They have been through all the stages, from oil to gas and now to electric lighting for cars.

A. A. A. WILL SELL PRIVILEGE for GLId- HE SEES NO GAIN IN BURNING KEROSENE

Association had in mind the further accelerating of the good roads movement in the South. The Northern city which shall serve as the starting place the Smell Isn't Worth the the Smell Isn't Worth the Money It May Save.

SCEPTIC ON RUBBER

Synthetic Sort He Will Until He Sees to Talk About It-About Cheap Cars.

Not long ago the British papers had extended notices of a "paraffin car-burettor," in other words, a carbureting device making use of kerosene. On this and some other revolutionizing devices. Max Pemberton comments in the Field of London. He says the announcement of the "paraffin carburettor" didn't stir great amount of enthusiasm. "for better or worse the most part of us have learned to accept petrol as final, and whatever be the merits of we do not hanker after it. Posparaffin, we do not hanker after it. Possibly we have smelled it in other people's patent carburetors, and the scent of the roses has clung to us still. Our faith is shaken and even the fanatics of the new gospel do not move us. Paraffin, we declare, will clear a street under five minutes. This may be a great injustice to the new carburettor—possibly it is—but the giant prejudice ever died hard, and this fellow is of a particularly tough onality. Second Shipment on an Order Total- patent carburetors, and the scent of the Another foreign shipment of thirty shaken and even the fanatics of the new Overland motor cars left Toledo recently gospel do not move us. Paraffin, we for Australia. This was the second ship- declare, will clear a street under five ment to the antipodes in March, giving minutes. This may be a great injustice a total for the month of seventy-five cars. The Overlands were shipped from but the giant prejudice ever died hard, Seattle on the Strathgyle to Melbourne

be distributed. The earlier shipment was quality. "Perhaps it is a truth that the cost of FORESEES EXTRA WORK ON REOS. petrol troubles few owners. I suppose a sum of £15 a year represents the average bill for the average car, and while paraffin might reduce this bill to £5, men will not take the risks of it. Paraffin, they have learned to say, is filthy; it clogs the valves; petrol is clean and pleasant to Paraffin, in the past at any rate, handle has had the habit of permeating the whole car with a foul odor, driving the birds from the sky and killing the domestic pet on sight. Petrol, as used in a modern carburettor, is practically free from Henderson 25 to Make an Appear-Why then odor and gives no trouble. take the risk of a change for the sum of £10 a year? A clever inventor may suffer by this argument, but he will find it one difficult to alter. Petrol indeed seems the

very genius of our pastime.

"As to the substitutes for rubber, we, the purchasers of rubber, can but wait and see, remembering the old adage, Blessed is he that expecteth nothing." We do not expect our tires at a sovereign apiece, and in any case are not likely to get them. The more interesting thing is the story round about of the 95 guinea car with which a certain famous strong man is to enter the motor industry before the year is old. This is to be all completed at the price, and many thousands are I understand, and many thousands are be put upon the market. This car

forty circuits for the event.

is single cylindered and has a friction drive. It is an ancient experiment made new by great enterprise alone.

"Sconer or later the most part of those who now own bicycles will drive cars of one kind or the other. The thing is as sure as the sun, though whether we who now seek the solitudes of roads will bless the hour remains to be seem. The glorious days of this pastime were the days of the pioneer. He is not less an altruist who says that the universality of this recreation must destroy much of its charm and deprive it, ipso facto, of the very qualities most to be desired. The hundred pound car will infallibly make a nightmare of the great arteries from London. It may also compel the outlay of a good many millions upon new arteries, and thus in some measure atone for its short or long quinings as the occasion warrants."

Goes 62 Miles an Hour in a

OLD ALCO WITH BIG MILEAGE. Car Has Travelled 185,500 in the Hands of a Single Owner.

A remarkable record for mileage by motor car is told of by Harry Vissering president of a railway supply and equip ment company in Chicago. It is the his tory of a 40 horse power Alco, which Mr. Vissering has been driving since 1907. "It will no doubt be of interest to you "It will no doubt be of interest to you to know that I have just turned the 135,000 mile mark with the 40 horse power car, delivered to me in 1907." Mr. Vissering writes to the American Locomotive Company. "I bought this car in the latter part of 1907. The balancing of the car and spring suspension is such that I am getting a very satisfactory mileage from my tires; in fact. I have just taken off two rear tires which have run close to 10,000 miles each.

Will Have to Produce on a 30,000 Basis, Says Ransom Olds. With business and financial condi-

tions throughout the country better the selling organization of R. M. Owen & Company is demanding 30,000 or more Reo cars for the fiscal year ending July says R. E. Olds, president of the

Reo Motor Car Company.

"This is going to demand the increase of our factory operatives to at least 2,500 men and many of these will be called upon to work overtime with the opening of the touring season. The plant now comprises seven large buildings, the distance around which being close to a mile. A visitor passing up and down the various aisles of the factory, without doubling back, would travel over five miles.

"We have a planked testing track a third of a mile in length including a 30 per cent. incline leading to a treatle over the buildings to the shipping dock. As an auxiliary to this we built a large loading platform two months ago that provides loading facilities for thirty carloads a day. Another recent acquisition is a dining room that will comfortably accommodate 750 employees in the noon hour."

ODD THINGS ORDERED.

Motor Cor Buyers Have Their Own Ideas About Colors and Devices.

One order for a car sent to the National factory, as George M. Dickson, the general manager, tells it, was accompanied by a piece of veiling with a request from the woman sending it that the car be one woman sending it that the car be painted to match. It is not uncommon either for a bit of necktie to be included by men buyers as indicating the shade they'd like. Another woman client asked that the doors on her limousine be made large enough to admit her with her new hat on. She was thoughtful enough to send the dimensions of her millinery.

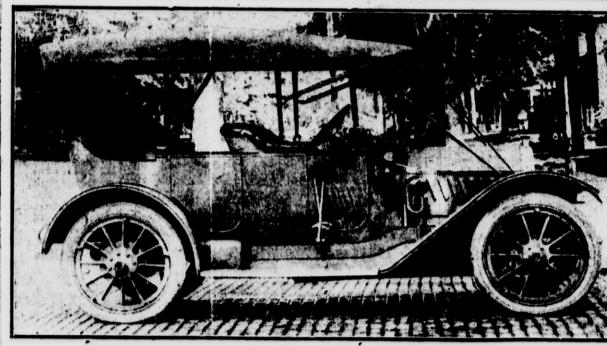
enough to send the dimensions of her millinery.

One man, evidently a constant smoker, asked that a cigar lighter similar to those found in cigar stores be atached so that he could relight his favorite brand as often as he desired without having to stop the car.

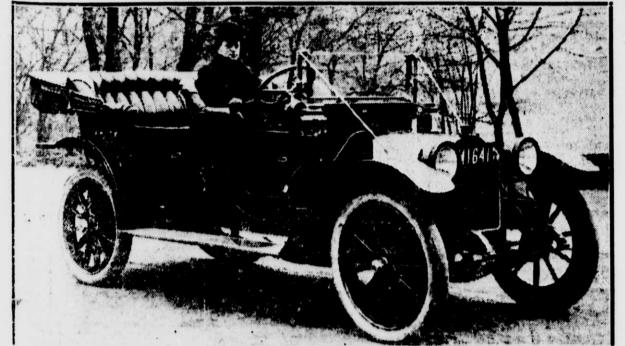
One man from Texas wrote recently to the factory, asking for a 300 horse power car. Another man wrote for a "bedroom equipment," saying that he expected to tour a great deal and wanted to sleep in his car. Another man, who wanted to tour the country, asked that a photographer's "dark room" be put on his machine some way as he expected to take several photographs of scenery and wanted to develop them en route.

IN THE GARAGES OF ROYALTY. Recent Knight-Daimler Sales Have Extended the List.

With the sale a few days ago of a 38 horse-power, six cylinder Knight Daimler touring car to the Grand Duke Alexandrovitch of Russia and three Knight-Daim-lers to the Emperor of Japan, one a 57 norse-power six and the others 35 horse-power sixes, the British licenses of the sleeve valve type of motor have nearly completed their worldwide circuit of placing Knight-Daimler machines in the garages of royalty.



OLDSMOBILE DEFENDER. A FIVE PASSENGER TYPE. # 52



WA LESSER, MANAGER LOCAL STEARNS BRANCH, AT WHEEL OF NEW SERIES STEARNS-KNIGHT.